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Harbor... B-5





Carl Vinson battle group's deployment

Serving the 'Best Homeport in the Navy'

January 11, 2002

Carl Vinson battle group stops in Pearl Harbor



USS O'Kane (DDG 77) takes on fuel from USS Carl Vinson (CVN 70) during a refueling at sea (RAS) Dec. 20, 2001. During this operation, Vinson resupplied O'Kane with 135,000 gallons of fuel. Vinson pulled in to Pearl Harbor Jan. 8 on the way back to its homeport of Bremerton, Wash. See related photo page on A-5.

Commander Navy Region Public Affairs

The aircraft carrier USS Carl Vinson (CVN 70) and four surface ships of the battle group arrived in Pearl Harbor Tuesday on the way to their west coast homeports.

Their deployment, which began as a routine mission in late July, shifted to support Operation Enduring Freedom in the wake of the events of 11 September. Carl Vinson Battle Group / Carrier Group Three is commanded by Rear Adm. Thomas E. Zelibor.

Vinson was the first carrier to launch strikes on Taliban and Al-Qaida targets in Afghanistan during Enduring Freedom. The men and women of Carrier Air Wing eleven flew more than 4200 combat sorties supporting Operation Enduring Freedom, racked up more than 10,000 flight hours and dropped a staggering 2 million pounds of ordnance.

The Aegis cruisers USS Antietam (CG 54) and USS Princeton (CG 59), the guided missile frigate USS Ingraham (FFG 61), the fast combat support ship USS Sacramento (AOE 1), and their more than 1,600 Sailors also pulled into Pearl Harbor for some well-deserved liberty on American soil. Vice Adm. C. W. Moore, Jr., Commander Fifth Fleet,

commended Rear Admiral Zelibor and all the men and women of the Carl Vinson Battle Group / Carrier Group Three when he remarked "history will show that the USS Carl Vinson Battle Group made the most significant contribution to our nation's military response to the tragic events of September 11."

CNO sets the course for Navy leadership in 2002, beyond

JOC Walter T. Ham IV CNO Public Affairs

Chief of Naval Operations Adm. Vern Clark recently released Guidance 2002 which applauds the Navy's impressive accomplishments last year and provides specific goals to help win the war on terrorism and make the Navy even better.

CNO Guidance 2002 is posted on his web page at www.chinfo.navy.mil/nav-

"As we move into 2002, I believe more than ever that it is dedication to causes greater than ourselves that transforms our profession into a calling and brings honor to the Navy we serve and the uniform we wear," the CNO stated.

Clark expressed gratitude for the progress made on the Navy's "Top Five" priorities (manpower, current readiness, future readiness, quality of service and organizational alignment) in 2001 and he emphasized that the

▼ See LEADERSHIP. A-6

New year brings new fire truck

JO2 Daniel J. Calderòn

Federal firefighters at Wheeler Army Airfield received a brand new fire truck Jan. 4 to kick off the new year. The T-3000, as they refer to it, will be used by the airfield's crash and fire rescue team.

Army Col. William R. Puttman, Jr., Commander, U.S. Army Garrison, Hawaii, presented the truck to Federal firefighters during a brief ceremony at the airfield.

"With your professionalism and skills, this truck will make you an even more potent asset," said

The \$450,000 vehicle is a state-ofthe-art fire rescue truck. Weighing in at over 60,000 pounds when fully loaded, the T-3000 can spray a stream of water and firefighting agent over 250 feet from its roof turret. Inside, it can carry 3,000 gallons of water, 385 gallons of foam and 500 pounds of dry chemical. According to Army liaison fire chief, George Wilder, the team's life-saving capabilities would improve as each member of the team gets trained on the vehicle.



JO2 Daniel J. Calderòn photo

Wheeler Army Airfield's state of the art T-3000 fire and emergency truck rolls out for its debut Jan 4.

"This truck will enhance the fire fighting capabilities for the hangars and for the aircraft out on the field," said Wilder. "Our talents will be enhanced to ensure downed aircraft crew can be rescued." The truck's turret nozzle can pump up to 1,800 gallons per minute. "This will allow

the rescue team more time to establish a safe passage to and away from downed aircraft if there is fire present."In return for the new truck, the airfield's fire department is turning over one of its older fire trucks to the Pohakaloa Training Airfield on the big island.

Battleship Missouri Memorial expands public tours to lower decks

JO2 Jim Williams Editor

"Absolutely fantastic!"

That's how Graham Bruce from New Zealand described the Battleship Missouri Memorial's latest addition, "the Explorer's tour" after being one of the first visitors allowed to descend into the depths of the Mighty Mo at the tour's grand opening Jan. 7.

The new tour offers visitors the chance to explore several areas of the ship that have been previously closed, opening up an additional 25 percent of the ship and beginning phase two of the

Missouri Memorial Association's plan to open about 70 percent of the ship to

the general public.

"The tour is part of our ongoing effort to actively immerse visitors in the rich history of America's last great battleship," said Don Hess, the Missouri Memorial Association's executive vice president and chief operating officer. "It is through bringing history to life, especially for our youngest of visitors, that we hope we will install a sense of pride in our nation's great accomplishments and ensure the future of the memorial as an enduring tribute to the

United States armed forces."

Explorers taking the tour are given a helmet, flashlight, reflector vest and bottled water after they successfully complete a special obstacle course ensuring they can make it through the maze of hatches, decks and ladders they will encounter on the tour.

Then in groups of 12, they will be led down into the ship on a 90-minute tour of previously off-limit decks. A few of these areas include the Broadway, the ship's longest passageway, extending over 100 yards. The passageway connects the entrances to the four engine

rooms and four firerooms, the ship's gun battery plot, the brig, the laundry room, barbershop, post office and engine

John Hendericks from Portland, Ore. also joined the very first Explorer's tour. "I've never been much of a history buff, but I thought this tour was really interesting. It's great to see where the men actually lived and worked. The tour was laid out well and our tour guide was excellent," Hendricks said.

Before the opening of the new tour, the route was fixed up by their volun-

▼ See MISSOURI, A-6

— A NATION AT WAR

Sailors monitor Arabian Sea for possible escape of Al Qaeda leadership

Tony Perry

L.A. Times Staff Writer

Aboard a Navy surveillance plane – While American soldiers search for Osama bin Laden and others in the caves and mountains of Afghanistan, the U.S. Navy is scouring the vast stretches of the Arabian Sea in a manhunt of immense scope and intensity.

P-3C Orion surveillance planes linked to a regional operations center and U.S. and allied ships are guarding against an attempt by Al Qaeda and

Taliban leaders to escape by boat to Yemen, Somalia or some other country.

The patch on the flight suit of Navy Petty Officer 2nd Class Adam Stewart tells the story.

"9/11. Terror Cannot Hide. Tracking America's Most Wanted. Operation Enduring Freedom 2001," the patch reads. It is done up like the logo of the popular "America's Most Wanted" TV show, complete with a menacing eagle in the background.

"We're tightening the noose,"

Lancaster, Calif., commanding officer of the "Skinny Dragons" Navy squadron from Kaneohe Bay, Hawaii.

"We know the terrorists are trying to rally around their leaders and find a new place to spread their terrorism. If we can catch them, maybe we can prevent another incident like the assaults on the World Trade Center and Pentagon."

It is a daunting task. Visibility is good on most days, but the Arabian Sea is one of

said Cmdr. Doug Yancey, 48, of the most heavily traveled merchant marine lanes in the world.

The U.S. intelligence network provides a constantly updated list of ships the Taliban and Al Qaeda could possibly use to make their escape via Pakistan into the open sea.

It has become a kind of catand-mouse game, with many ships changing their appearance regularly for reasons that are unclear, officials say.

"Some are getting very tricky," said Lt. Cmdr. Brett Bonifay, 35, of Norman, Okla. "They repaint their hulls, they paint over their numbers, they change things on their deck to look different. Sometimes we look closer and see the paint on the numbers is still running."

More than 1,000 "bridge-tobridge" radio contacts have been made since November between foreign ships at sea and a network of U.S. planes and ships. The foreign ships are asked a series of questions

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